





## Today's Advertisements.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above COMPANY will be held at the COMPANY'S OFFICE, No. 54, Praya Central, Hongkong, on MONDAY, the 23rd July, 1896, at 3 o'clock P.M., when the Subordinate Resolution, which was passed at the Extraordinary General Meeting of the Company held on the 22nd June, 1896, will be submitted for confirmation as a Special Resolution, namely:— That the Articles of Association be altered in manner following:—

(a) Paragraph 10 of Article 2, which now reads as follows:—"Auditors, Secretary, and Manager mean those respective Officers from time to time of the Company" and the marginal note of the same paragraph shall be cancelled, and in lieu thereof the following marginal note and paragraph shall be inserted, that is to say:—

"Chief Manager, Secretary, and Auditors" "Auditors respectively mean the persons for the time being performing the duties of these respective Officers."

(b) In Article 69 the words "One Thousand Dollars" shall be eliminated and there shall be substituted therefor the words "Two Thousand Dollars."

(c) In Article 70 the words "Chief Manager" shall be substituted for the word "Manager."

(d) In Article 72 and in the marginal note thereof the word "Manager," where it occurs, shall be eliminated and the words "Chief Manager" shall be substituted therefor.

(e) At the end of Articles 83 and 87 there shall be added the words "or Chief Manager."

Dated the 23rd day of June, 1896.  
By Order of the Board,  
THOS. I. ROSE,  
Secretary.

PUBLIC AUCTION.  
LAST SALE OF THE HONGKONG TRADING CO.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION ON FRIDAY, the 26th June, 1896, commencing at 2.30 P.M., AT THE HONGKONG TRADING CO'S PREMISES, The whole of the

FIXTURES, &c., comprising:— COUNTERS, SIDE CASES, SHELVING STANDS, CHAIRS, CHEVAL GLASS, GAS FITTINGS, IRON SAFES, HOWE'S PATENT RACING SCALE with Measuring Standard, NICKLE PLATED, SIGNBOARDS, SUNBELINDS, ONE FINE CARVED PYRAMID SHOW CASE, Suitable for JEWELLERY or FANCY GOODS.

The above will be on View from THURSDAY, the 25th June, 1896.

Geo. P. LAMBERT, Auctioneer.

Hongkong, 23rd June, 1896.

Occidental and Oriental Steamship Company.

NOTICE.

CONSIGNEES of CARGO per Steamship "BELGIC".

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in the Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo Importing the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 23rd June, 1896.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transhipment Cargo for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"MOYUNE."

C. H. Kemp, Commander, will be despatched at above TO-MORROW, the 24th instant, at Daylight.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 23rd June, 1896.

ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

JAVA, CHINA, JAPAN LINE.

FOR YOKOHAMA AND KOBE.

THE Steamship

"CASSIUS."

Captain Throth will be despatched for the above Ports TO-MORROW, the 24th instant, at 5 P.M.

For Freight or Passage, apply to LAUTS, WEGENER & Co., General Agents.

Hongkong, 23rd June, 1896.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN."

Captain Roach, will be despatched for the above Ports on THURSDAY, the 25th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 23rd June, 1896.

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

THE Steamship

"CARMARTHENSIRE."

Captain Smeck, will be despatched for the above Ports on FRIDAY, the 27th July, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents.

Hongkong, 23rd June, 1896.

## Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures. Special terms to HOTELS, CLUBS, MESSSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 23rd May, 1896.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

## WINE AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

## PRICE LIST.

with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "2" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINE AND SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 10th January, 1896.

BIRTH.

On the 15th instant, at No. 22, The Band, Shanghai, the wife of C. MONTAGUE EDY, of a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 23, 1896.

THE "MERCURY" LIBEL CASE.

We note that Messieurs KINGSMILL and CLARK, the Proprietors and Editors of the *Shanghai Mercury*, have published in their issue of the 13th instant an apology for and an unreserved withdrawal of the imputations on the Institute of St. Joseph at Shanghai and on the Superiores, which were published by them in the form of letters from correspondents between the 20th and 24th April last. We hope that the publication of this apology will put an end to all further proceedings at law. It is never at any time desirable that religious men and women should be parties to litigation of any kind; it is doubly so when the questions in dispute affect character and conduct and take the shape of actions for defamation. Sometimes, however, such proceedings are absolutely necessary for the protection of higher interests than those involved in the mere question of personal reputation. We believe this to have been one of those cases in which action was necessary and justifiable, but having attained its end in the public withdrawal of the imputations made on the Institute of St. Joseph, the suit ought now to be withdrawn. No claim for damages in money should be persisted in, and we have no doubt satisfactory arrangements could easily be made for the settlement of any question of costs. We congratulate our contemporaries on having at length adopted the only proper course. We publish the apology in another column.

## THE VENEZUELAN IMBROGLIO.

Reuter has certainly been very liberal in the length of his message dated London, the 21st June, received here about 4.45 p.m. yesterday. We fully expected to find the contradiction of the report about the conflict in the debatable territory on the borders of British Guiana and Venezuela. It was of American origin, and that alone was sufficient to throw doubt on it. At the same time it is possible that this Venezuelan trouble may, at any moment, come to a head in the form of a conflict between the contending parties on the disputed frontier. Such a conflict may be in its origin purely accidental. On the other hand it may be deliberately provoked by angry Venezuelans, or by filibustering Americans. By Americans we mean subjects of the United States. There are millions of them at this moment who would do anything to plunge their country into a war with Great Britain. And why they hate us God only knows. They have no just reason and the great majority of the nation are well aware of it, but alas! the great majority of the nation take no active part in the Government of the country or in the management of its Press. They will, perhaps, wake up when it is too late to do any good. If lives should be lost in any squabble along the banks of the Orinoco, there would probably be such an outburst of popular feeling and popular passion in the States that no President, except a Lincoln, would attempt to oppose it, especially on the very eve of an election. Moreover, language might be used in Messages to Congress and in despatches that could not be taken back and could not be submitted to by any Government or nation possessed of a particle of self-respect. The Venezuelan difficulty would probably have been settled by this time but for the threat contained in Mr. CLEVELAND'S Message on the subject to Congress.

We have recently very carefully examined, not the Blue Book itself, but a very careful *summary* of it prepared for the *Law Magazine and Review*, and the English case as there stated does not impress us as a very strong one. The Spaniards were the first possessors of the whole of that portion of South America. Until the Treaty of Münster they never recognised the Dutch as anything but interlopers. By that Treaty they recognised as Dutch whatever the Hollanders were actually in possession of on the coasts between the mouths of the Amazon and of the Orinoco, but the limits of these possessions were nowhere at any time defined. When England took over the colony from the Dutch in 1814 there was no settlement of boundaries. The frontier lines were still *in air*. The whole country was Spanish, except what the Dutch, and afterwards the English, were lawfully in possession of, and the lawful possession was to be arrived at by reference to the date of the Treaty of Münster. The Venezuelans are clearly heirs to all the rights of Spain in that quarter. It is immaterial that the inheritance passed through other hands. It was after all only a change of name. Since 1814 there has never been any settled boundary agreed to by both parties, and unless both parties agreed there could be none. The whole of the British correspondence admits that there was no definite settled boundary and that the British Government was seeking one. Boundary lines have been marked out and abandoned, suggested and modified, and withdrawn. If ever there was a fitting case for arbitration it seems to us that this Venezuelan boundary question is one, and it is only a question of to whose decision the question should be submitted, the question being—what were the actual limits of the Dutch occupation at the date of the Treaty of Münster? They made no legitimate accretions after that date, and what they lawfully had then is what they transmitted to us in 1814.

If because of the weakness and indecision of our Government since then people have settled in disputed territory and as the result of the Arbitration lose their property or find themselves in a worse position, our Government should compensate them. We believe it would be found as an historical fact that the Dutch possessions did extend northward to Barima Point, but we have not seen the evidence on the other side, and the point is involved in so much obscurity that only a careful investigation by trained men, learned and impartial, could decide it. The right depends on the fact. The fact is nowhere clearly established. It depends upon an examination of the evidence. In such a case, what can be done but arbitrate? No amount of correspondence or negotiation will ever enable the parties to arrive at a satisfactory conclusion, and our Government would appear to have recognised the immense difficulty of determining the boundaries as a matter of right by always proposing a conventional line of frontier.

## TELEGRAMS.

### REUTER'S MESSAGES.

#### THE BRITISH AND JAPANESE MERCANTILE MARINE.

The Peninsular and Oriental Co. have entered Mr. Shoda (special representative of the Nippon Yusen Kaisha) at an important representative gathering of English and Japanese mercantile shipping interests. The Japanese Minister was also present. Warm expressions of mutual regard were interchanged.

#### REVOLT OF THE DRUSES.

The Druses have revolted, and annihilated four companies of Turkish troops, capturing several guns.

#### REBELLION IN MASHONALAND.

The rebellion in Mashonaland is spreading, and the natives are massacring the whites in the only districts of Salisbury and Mase. All the whites in a number of districts have been ordered to leave a Salisbury, where there is a scarcity of men. The reports from the Cape and Masek have been referred to Mashonaland.

## TELEGRAMS.

### A CONTRADICTION.

The telegram from the *New York World* concerning a collision between the British and Venezuelans at Barima is untrue.

### CRICKET.

The Middlesex (Middlesex) XI have beaten the Australian XI by four wickets.

### FRANCE AND MADAGASCAR.

The French Chamber has passed the bill for the annexation of Madagascar.

### LI HUNG-CHANG IN GERMANY.

Li Hung-chang has been entertained at a banquet at Stettin, and will proceed to Kiel, where he will meet with an official reception.

### THE PRESIDENTIAL ELECTION.

The Monroe doctrine is a plank of the Republican platform. The Republicans have decided to permit no increase of the present European dominion in America on any pretext, and hope for the eventual entire withdrawal of European rule from the American continent.

### THE TRANSVAAL AND THE JAMESON RAID.

Dr. Leyds has wired to Mr. Chamberlain strongly protesting him to prosecute Mr. Cecil Rhodes, Mr. Bell and Mr. Harms. He at the same time greatly regrets the delay of the enquiry into the complexity of the Chartered Company in the Jameson raid, and urges the complete transfer of the Chartered territory to Imperial rule.

### (From the *Stam Observer*).

### ENGLAND AND GERMANY.

Emperor William has despatched a telegram to the British naval architects who lately visited Germany, hoping that the cordial reception accorded them by Germany has proved to them that blood is thicker than water.

### THE SOUDAN EXPEDITION.

LONDON, June 22nd.

Lord Salisbury, speaking in the House of Lords, has declared that, while Dongola is the present objective of the expedition into the Sudan, and he would not neglect the Government to a forward policy beyond Dongola this year, he would still not consider that Egypt had been made safe until her flag floated at Khartoum. Colonel Kitchener had been given a free hand upon Dongola, but had been instructed not to go beyond it.

### (From *L'Avant de Tonkin*).

### ANOTHER ANARCHIST OUTRAGE.

PARIS, June 22nd.

An explosion has taken place on board a man-of-war at Toulon, by which five were killed and a large number wounded. The explosion is attributed to anarchists, of whom many have been arrested in Toulon.

### PARIS, June 22nd.

### ALLEGED MURDER BY A LEGATION ATTACHE.

NAGASAKI, June 15th.

A Naval or Military Attaché of a certain Foreign Legation in Tokio, who on a visit here, fatally shot, on the night of the 13th inst., the captain of the *Ruffian* (7), a steamer of the Russian Volunteer Fleet, and also hurt himself a little.

The telegram, it will be observed, is very vaguely worded. *Bukharin* is the words employed to describe the attaché. Literally they mean "a certain military (or naval) officer."—E.D., K.C.

### THE PREMIER IN FORMOSA.

TOKIO, June 22nd.

A telegram from Taipei has been received by the Government, stating that Marquis Ito and Saigo arrived at Keelung on the afternoon of the 14th inst.

### THE NEW MINISTER TO KOREA.

TOKIO, June 22nd.

Mr. Hara, the new Minister to Korea, has gone to Morioka, his native town. He is expected to return to Tokio in four or five days, and will leave for Korea by the steamer leaving Kobe on the 25th inst.

### THE GREAT TIDAL-WAVE IN JAPAN.

10,000 PEOPLE DROWNED.

Mr. Scott, Reuter's Agent at Shanghai, has kindly given us the following information:—

It is estimated that 10,000 people were drowned by the tidal-wave in Japan. It extended seventy miles along the north-east coast, and many towns have been destroyed.—*Mercury*.

### THE PERIN-CANTON RAILWAY.

It was at first decided that the capital for the railway to be built from Peking to Canton should be furnished exclusively by Chinese, but on the representations of Taotai Hsien, Prince Chin and Kung have agreed that foreigners may also subscribe capital on the same terms as natives.—*China Gazette*.

### QUARANTINE AT MANILA.

The following notification re quarantine was published in the *Diario de Manila* on the 13th instant:—

Information having been received from the Spanish Consul at Hongkong confirming information received unofficially as to the increase of bubonic plague at that port and its extension to other ports on the coast of China, it is decreed as follows:—

(1) Arrivals from Hongkong, Amoy, Canton, Shanghai, and other ports of China affected with bubonic plague, are declared infected and they will be subjected to a rigorous quarantine of fifteen days if no case has occurred during the voyage and, in the contrary case, to twenty days, in accordance with the provisions of article 112 of the regulations of the Port Sanitary Authority.

(2) Arrivals from ports notoriously compromised on account of the non-adoption of sanitary precautions against infected ports, whatever the distance separating them, will be subjected to a quarantine of observation in accordance with article 116 of the aforementioned regulations.

There is absolutely no truth in the report of an increase in the number of cases of plague in Hongkong, as the returns clearly indicate.

## LOCAL AND GENERAL.

THERE were three cases of plague to-day—two in the city and one in Kowloon.

THE Japanese are, according to the *Shanghai Mercury*, going to construct a large dock at Makung, in the Pescadores Group.

THE Peking correspondent of the *Shanghai Mercury* reports that Sir Robert Hart is rapidly regaining his former health, strength, and spirits.

THE British steel armour-clad cruiser *Eik* and the commerce-destroyer *Firebrand* arrived at Shanghai from riverine ports on the 13th instant.

MR. H. E. WOODRUFF has been appointed Commissioner of Customs at Ichang and Shashi. Mr. Schjoh has relieved Mr. Woodruff at Chungking.

PRINCE CHUNG (the father of the Emperor) is ill. His Majesty has been making calls on him recently, to see how the grand old Prince is progressing.

THE new Provincial Judge for Canton, H.E. Kwei, arrived at Shanghai, from the north on the 16th instant. He will visit Sochow before starting for Shanghai for the south.

THE rainfall during the twenty-four hours ending at 10 a.m. this morning was the greatest so far this year, being 3.74 inches. Nearly half of this fell between midnight and 2 a.m. this morning.

OXFORD University has decided to confer the degrees of honorary D. C. L. upon the United States Ambassador to the Court of St. James (Hon. Thomas F. Bayard), Mr. John Morley, and the Hon. Joseph Chamberlain, Secretary of State for the Colonies.

DURING the thunder storm about 1.30 this morning lightning struck the old gaol on Stonecutter's Island, at present occupied by the Sikh guard of the powder magazine. The wall was cracked and a piece of the parapet knocked off, but none of the inmates received any injury.

WE (*N. C. Daily News*) are courteously informed by the agent of Reuter's Telegram Co. that news has been received by wire that the north of Japan has been visited by a great earthquake wave and a succession of earthquakes, by which many lives have been lost and great damage has been done to property.

THE new Chinese postal service now being organised is making headway and under Sir Robert Hart's advice the Government are, says the *Mercury*, beginning to abolish their old system of overland courier services throughout the empire, by doing away first with one half of the men and horses engaged in the services. This will mean an annual saving of a million taels to the Imperial exchequer.

It is not often that the *Strait Times* attacks the military, and that is why the following from a recent issue of that journal is worthy of note, for there must have been a spark at all events to create the fire:—"Last night about twelve o'clock a soldier engaged a 'ricksha' to convey him from South Bridge Road to North Bridge Road. Arrived at his destination the European savagely struck the unfortunate puller over the eyes, blinding him for the time being, and rendering it impossible for the assistant, who at once disappeared, to be identified. We have seen the 'ricksha' coolie. He is terribly wounded across the face and will be disabled from pursuing his avocation for some days. Yet he has no better remedy than to report the affair to the Registrar of the Hackney Carriage and Jinrikisha Department. Such absolutely unprovoked and inhuman assaults are by no means uncommon. That they should be committed by certain soldiers is a disgrace to the whole military establishment. Yet, despite these outrages, it is not unusual to find 'ricksha' pullers summoned for refusing to ply for hire when a soldier requires them!"

THE Douglas liner *Hallong*, Captain Davis, on her last trip to Swatow and back, which was concluded to-day, broke all previous records. She left Hongkong last Sunday morning and did the trip to Swatow in 12 hours 37 minutes, 11, from the Douglas Co's buoy in Swatow, put in another and a closer way, it may be stated that she cleared from the Douglas buoy in Hongkong on Sunday at 5.12 a.m. and was made fast to the Co's buoy in Swatow at 5.45 p.m. the same day. As the distance travelled by this speedy coaster was 777 miles from buoy to buoy it is readily seen that she is a flyer that can show her heels to many of the stately liners that call in here from time to time. Captain Davis is to be congratulated on this performance. It is a pity he is not in command in the Queen's Navy, for were he, his dash, pluck, perseverance, and wide knowledge of Eastern Seas and currents would render him a most useful commander of a despatch vessel or as a "scout" in time of war. But probably the gallant skipper is quite satisfied with the *Hallong*, and as long as he and his worthy Chief Engineer can get 15 knots out of her they certainly have no cause to complain.

MEMORANDA.

TO-MORROW, 24th June.

10 a.m.—Criminal Sessions.

11 a.m.—Outward French Mail closes.

Noon.—*Calcutta* leaves for Europe.

2.30 p.m.—Auction of furnishing goods, &c., at the Hongkong Trading Co's premises, by Mr. G. P. Lammer.

THURSDAY, 25th June.

10 a.m.—Criminal Sessions—Perjury Case.

Noon.—*China* leaves for San Francisco, via usual ports of call.

8 p.m.—R. L. Variety Club's Entertainment.

SATURDAY, 27th June.

Noon.—Entire for Gymkhana meeting close to the Hon. Secretary, at the Hongkong Club.

AN RETURNED Chinese emigrant from America, who was rigged up in the latest Morton Street style, with Gladstone bag, American trunk, fine silk, etc., and who was putting up, prior to returning to his native place to dazzle the eyes of his old parents with his splendour, in a swell Bonham Strand hotel, was in great trouble this morning. Some of the other guests at the hotel had been admiring, among the many fine things he had to show, a fine revolver. One of the spectators, who did not like to let slip the chance to molest the "greenhorn," reported the possession of this to the Police, with the result that the weapon was sent to the Colonial Arsenal and its owner was fined to the tune of \$75 Mexican by Capt. Hastings. "Allice—only blong Mexican—good chance!" quoth the prodigal, as he paid up and departed.

### THE "MERCURY" LIBEL CASE.

The following, which speaks for itself and is referred to in our leader column to-day, was published in the *Shanghai Mercury* of the 13th instant:—

### AN APOLOGY.

As doubtless many of our readers are aware, L'Institut St. Joseph has taken exception to two letters which appeared in the *Shanghai Mercury* of the 20th and 23rd of April last, and in the *Celestial Empire* of the 24th April last, and to a paragraph referring thereto in the *Union* of the 23rd of the same month. The letters were received and published by us as Editors in perfect good faith, and without malice towards either L'Institut







## Auctions.

**PUBLIC AUCTION.**  
FOURTH CLEARANCE SALE OF THE  
HONGKONG TRADING CO.  
THE Undersigned has received Instructions  
to Sell by  
**PUBLIC AUCTION,**  
TO-MORROW  
(WEDNESDAY), the 24th June, 1896,  
commencing at 2.30 P.M.,  
HONGKONG TRADING CO.'S PREMISES,  
THE REMAINING  
STOCK-IN-TRADE,  
Comprising—  
**FURNISHING GOODS,**  
SUCH AS  
CARPETS, COIR MATTING, COIR MATS,  
CUSHIONS, CRETONNES, TICKING,  
FURNITURE TRIMMINGS, IRON BED-  
STEADS & COTS, SPRING MATTRESSES,  
BILLIARD REQUISITES, BRASSWARE,  
&c.  
Some Celebrated SPORTING PICTURES  
&c.  
ALSO  
A QUANTITY OF  
GENTLEMEN'S and LADIES'  
DRESSING, STATIONERY, HABER-  
DASHERY and SUNDRY ARTICLES.  
Catalogues will be issued prior to Sale.  
On View from TUESDAY, the 23rd June,  
at 10 A.M.—The FIXTURES, FURNITURE,  
SAFES, &c. will be Sold on THURSDAY, the  
24th June, 1896.  
TERMS OF SALE—Cash on delivery.  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 18th June, 1896. [1006]

## GOVERNMENT NOTIFICATION.

No. 218.  
THE following Particulars and Conditions of  
Sale of Crown Land by Public Auction,  
to be held on the spot on  
MONDAY,  
the 24th day of June, 1896, at 4 P.M., are  
published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 13th June, 1896. [1015]  
Particulars and Conditions of the letting by  
Public Auction Sale, to be held on Monday,  
the 24th day of June, 1896, at 4 P.M., by Order  
of His Excellency the Governor, of Six Lots of  
CROWN LAND, at Tai Kok Tsui, Kowloon, in the  
Colony of Hongkong, for a term of 99 Years.  
PARTICULARS OF THE LOTS.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1	Kowloon Inland Lot	Tai Kok Tsui	10,500 (15 ft. x 700 ft.)	750	750
2	644	Do.	10,500 (15 ft. x 700 ft.)	750	800
3	645	Do.	10,500 (15 ft. x 700 ft.)	750	800
4	646	Do.	10,500 (15 ft. x 700 ft.)	750	800
5	647	Do.	10,500 (15 ft. x 700 ft.)	750	800
6	648	Do.	10,500 (15 ft. x 700 ft.)	750	800

## Shipping.

**STEAMERS.**  
**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship  
"HAILONG,"  
Captain Davis, will be despatched for the above Ports TO-MORROW, the 24th instant, at Noon.  
For Freight or Passage, apply to  
DOUGLAS, LAURIE & Co.,  
General Managers.  
Hongkong, 23rd June, 1896. [1021]  
**OCEAN STEAMSHIP COMPANY.**  
FOR SHANGHAI, VIA AMOY.  
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHANG, TIENTSIN, HANKOW and FOKS on the YANGTZE).  
THE Company's Steamship  
"PROMETHEUS,"  
Captain Day, will be despatched as above TO-MORROW, the 24th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 20th June, 1896. [1020]  
**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FOR SINGAPORE, PENANG, AND CALCUTTA.  
THE Company's Steamship  
"KUTSANG,"  
Captain Geo. Payne, will be despatched as above on MONDAY, the 24th instant, at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 22nd June, 1896. [1018]  
**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
FOR SYDNEY (DIRECT) AND ADELAIDE.  
THE Steamship  
"GUTHRIE,"  
Captain McArthur, will be despatched for the above Ports on THURSDAY, the 2nd July.  
This well-known Steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Ice, &c., throughout the voyage. A daily qualified Surgeon is carried.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 19th June, 1896. [1023]  
**JAVA, CHINA, JAPAN LINE OF STEAMERS.**  
UNDER MANAGEMENT OF THE  
ROYAL PACKET NAVIGATION COMPANY  
OF NETHERLANDS INDIA.  
PROPOSED SAILINGS  
(Subject to Alteration).  
JAVA, HONGKONG, YOKOHAMA, KOBE,  
AMOY, HONGKONG, SINGAPORE,  
JAVA.  
FROM HONGKONG.  
S.S. Germania ..... To JAVA ..... 1 June.  
S.S. Federation ..... To JAVA ..... 1 July.  
S.S. Cassius ..... To JAVA ..... 1 August.  
S.S. Cassius ..... To JAVA ..... 1 June.  
S.S. Germania ..... To JAPAN ..... 1 July.  
S.S. Federation ..... To JAPAN ..... 1 August.  
General Agents for China & Japan,  
LAUTS, WEGENER & Co.  
Hongkong, 4th June, 1896. [1025]

## Intimations.

## SUMMER REQUISITES.

**CITRATE MAGNESIA. SEIDLITZ POWDER.**  
**ENOS' FRUIT SALT. WATKINS' SALINE.**  
RASPBERRY CITRATE. FRUIT SYRUPS.  
LIME FRUIT JUICE. LIME FRUIT CORDIAL.  
FRUIT TABLETS.  
PERFUMERY. DISINFECTANTS.  
SPONGES.  
PEACH BLOSSOM SOAP. CHAMPAGNE BITTERS.

From **WATKINS & CO.,**  
APOTHECARIES' HALL.

PHARMACEUTIC PRODUCTS OF THE FARBWERKE VORM MEISTER,  
LUCIUS & BRUNING ROCHSTADT, MAIN.

DR. KNORR'S LION BRAND  
"ANTIPYRINE."

(DOSE FOR ADULTS 15 TO 35 GRAINS TWICE)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. Knorr" in red letters.

## "DERMATOL."

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

DR. OVERLACH'S

## "MIGRAININE,"

(ANTIPYRINE—CAFFEINE CITRATE)

Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed.

To be had of every reputed Chemist and Druggist. Supplies constantly on hand at the  
**CHINA EXPORT, IMPORT & BANK CO.,**  
SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

## Shipping.

**STEAMERS.**  
**ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.**  
JAVA, CHINA, JAPAN LINE.  
FOR SINGAPORE, RATAVIA, SAMARANG AND SOERABAYA.

THE Steamship  
"GERMANIA,"  
Captain Bendixen, will be despatched for the above Ports TO-MORROW, the 24th instant, at 4 P.M.  
Through Bills of Lading issued for all Ports in the East Indian Archipelago, Amsterdam, Rotterdam, Genoa, Marseilles, Antwerp, London, Naples, Leghorn and Trieste.  
For Freight or Passage, apply to  
LAUTS, WEGENER & Co.,  
General Agents.  
Hongkong, 20th June, 1896. [1013]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FOR MANILA (DIRECT).  
THE Company's Steamship

"YUENSANG,"  
Captain W. Waddell, will be despatched as above TO-MORROW, the 24th instant, at 5 P.M.  
This Steamer has Superior Accommodation for First-class Passengers.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 19th June, 1896. [1008]

**OCEAN STEAMSHIP COMPANY.**  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship

"HECTOR,"  
Captain Barr, will be despatched as above on FRIDAY, the 26th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 18th June, 1896. [1026]

**"SHIRE" LINE OF STEAMERS.**  
FOR HAVRE, HAMBURG AND LONDON.  
THE Steamship

"CARMARTHENSIRE,"  
Captain Shcock, will be despatched for the above Ports on or about the 27th instant.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 6th June, 1896. [1000]

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR MELBOURNE.  
THE Steamship

"TSINAN,"  
G. Ramsay, Commander, will be despatched on TUESDAY, the 30th instant.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber carries the Supply of Fresh Provisions during the entire voyage.  
A daily qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th June, 1896. [1021]

**"MILBURN" LINE OF STEAMERS.**  
FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"HANKOW,"  
Captain Orr, will be despatched for the above Port on FRIDAY, the 3rd July, at Noon; instead of as previously advertised.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 19th June, 1896. [1020]

**OCEAN STEAMSHIP COMPANY.**  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship

"AGAMEMNON,"  
Captain Stevens, will be despatched as above on MONDAY, the 6th July.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 18th June, 1896. [1025]

## Shipping.

**STRAMERS.**  
**NIPPON YUSEN KAISHA.**  
FOR SHANGHAI, CHEMULPO AND SHIMONOSEKI.  
(Taking through Cargo to WLAPOVOSTOK, transshipment to Vladivostok).  
THE Steamship  
"SATSUMA MARU,"  
Captain F. L. Sommer, will be despatched as above on SATURDAY, the 27th instant, at 5 P.M.  
This Steamer is specially fitted up with Superior Accommodation for Passengers.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.  
Hongkong, 22nd June, 1896. [1017]

**NIPPON YUSEN KAISHA.**  
FOR KOBE AND YOKOHAMA.  
THE Chartered Steamer  
"OSBORNE,"  
Captain P. Rette, will be despatched for the above Ports on MONDAY, the 24th instant, at 5 P.M.  
For Freight, apply to  
NIPPON YUSEN KAISHA.  
Hongkong, 22nd June, 1896. [1016]

**NIPPON YUSEN KAISHA.**  
JAPAN-EUROPE LINE.  
STEAM FOR  
SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.  
THE Company's Steamship  
"KAGOSHIMA MARU,"  
Captain Frenet, will be despatched for the above Ports on or about the 7th July, instead of the Chartered Steamer *Balmoral* as previously advertised.  
For Freight, apply to  
NIPPON YUSEN KAISHA.  
Hongkong, 20th June, 1896. [1019]

**THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**  
FOR LONDON,  
VIA STRAITS AND USUAL PORTS OF CALL.  
(Taking transshipment Cargo for Glasgow, Liverpool, Continental Ports, River Plate, &c.)  
THE Company's Steamship

"PAKLING,"  
H. L. Allen, Commander, will be despatched as above on FRIDAY, the 10th July, at 5 P.M.  
For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 20th June, 1896. [1011]

**"SAILING VESSELS."**  
FOR NEW YORK.  
THE "100 A. L. American Iron Ship

"T. F. OAKES,"  
E. W. Reed, Master, will leave here for the above Port, and will have quick dispatch.  
For Freight, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 2nd May, 1896. [1022]

FOR NEW YORK.  
THE 3 1/3 L.L. American Ship

"LUCILE,"  
Ballard, Master, will leave here for the above Port, and will have quick dispatch.  
For Freight, &c., apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 2nd May, 1896. [1023]

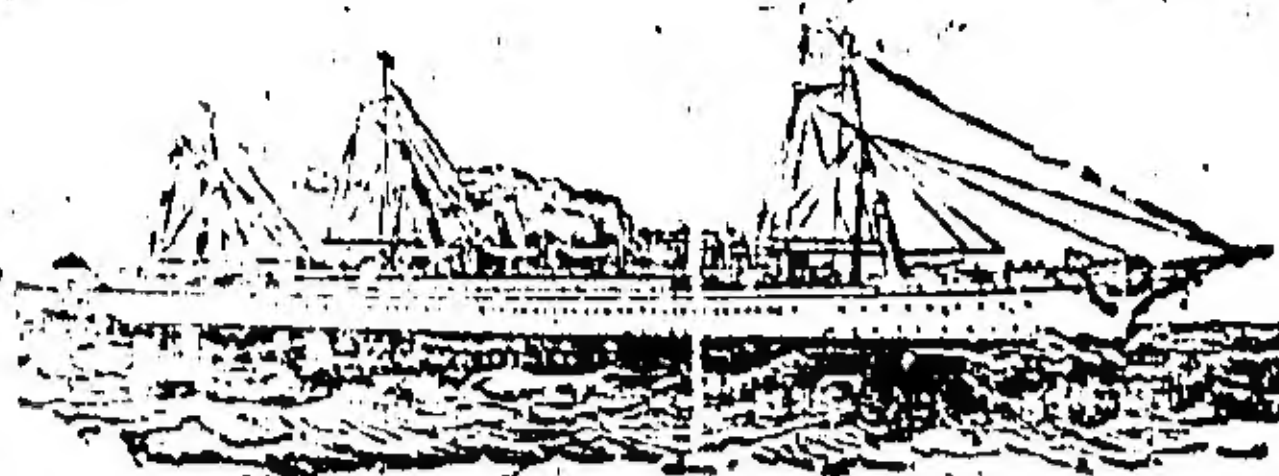
FOR SAN FRANCISCO.  
THE 100 A. L. British Ship

"BOCOTRA,"  
Rahde, Master, will leave here for the above Port, and will have quick dispatch.  
For Freight, apply to  
SHEWAN & Co.,  
Agents.  
Hongkong, 2nd May, 1896. [1024]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

**EMPEROR OF INDIA**...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 1st July.  
**EMPEROR OF JAPAN**...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 22nd July.  
**EMPEROR OF CHINA**...Comdr. R. Archibald, R.N.R...WEDNESDAY, 12th August.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

**CIRCULAR PACIFIC TICKETS** Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.  
The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.  
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Paddis Street.  
Hongkong, 10th June, 1896. [13]

OCCIDENTAL & ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE;  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Belge (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Saturday, 4th July, at Daylight.  
Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Tuesday, 21st July, at Noon.  
Galle (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Saturday, 8th August, at Noon.

THE Company's Steamship  
"BELGIC,"  
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 4th July, 1896, at Daylight. Connection being made at Yokohama with Steamers from Shanghai.  
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.  
Through Passage Tickets granted to England, France and Germany by all trans-Pacific lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.  
Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.  
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.  
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.  
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.  
For further information as to Freight of Passage, apply to the Agency of the Company, No. 7, Praya Central.  
J. S. VAN BUREN, Agent.  
Hongkong, 19th June, 1896. [1020]

**F. BLACKHEAD & CO.,**  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.  
PRAYA CENTRAL, HONGKONG.  
SOLE AGENTS FOR  
HARTMANN'S PATENT GENUINE  
COMPOSITION RED HAND BRAND,  
HARTMANN'S GREY PAINT,  
DANIEL'S PATENT MOTOR LAUNCHES,  
&c., &c.  
Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK.  
REASONABLE PRICES.  
Hongkong, 19th June, 1896. [1021]

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Thursday, 25th June, at Noon.  
Peru (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Sunday, 12th July, at Daylight.  
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Wednesday, 25th July, at Noon.

THE U. S. Mail Steamship

"CHINA,"  
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 25th June, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.  
Through Passage Tickets granted to England, France, and Germany by all trans-Pacific lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.  
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.  
Particulars of the various routes can be had on application.  
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.  
Through Bills of Lading, issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Ports of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.  
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.  
J. S. VAN BUREN, Agent.  
Hongkong, 10th June, 1896. [1020]

**NOTICE.**  
THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

**J. LYLES FLUID**  
THE BEST  
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY  
ITS USE.  
W. G. HUMPHREYS & Co.,  
8, Praya Central.

Hongkong, 23rd June, 1896. [1022]

## Mails.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
Through Bills of Lading issued for RATAVIA,  
PERMAN GULF, CONTINENTAL and  
AMERICAN PORTS.

THE Steamship

"KAISAR-I-HIND,"  
Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 2nd July, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Calcutta*, leaving that port on the 24th July for London direct.  
Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further Particulars apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 18th June, 1896. [1021]

**NORTHERN PACIFIC  
STEAMSHIP AND RAILROAD  
COMPANIES.**

VIA INLAND SEA OF JAPAN.  
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried.  
HONGKONG TO NEW YORK \$350.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.  
HONGKONG TO TACOMA \$225.  
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM  
HONGKONG.  
(SUBJECT TO ALTERATION.)

Victoria ..... 3.167 | Saturday ... 1st July 11.  
Olympia ..... 2.668 | Wednesday | July 29.  
Bramar ..... 3.601 | Sunday ... Aug. 16.  
Tacoma ..... 2.549 | Thursday ... Sept. 3.  
Victoria ..... 3.167 | Monday ... Sept. 23.

THE Steamship

"VICTORIA,"  
Captain ..... sailing at Noon, on SATURDAY, the 11th July, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.  
Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canada, and United States Ports.  
Consular Invoices of Goods to the United States should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.  
Parcels must be sent to our Office (with address marked in full) by 5 P.M. the day previous to sailing.  
For further information as to Passage or Freight, apply to  
DODWELL, CARLILL & Co.,  
General Agents.  
Hongkong, 23rd June, 1896. [1024]

**NORFOLK & DEUTSCHER LLOYD.**

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG.  
PORTS IN THE LEANT.  
BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Prussia ..... Tuesday ... 23rd July.  
Sachsen ..... Tuesday ... 18th August.  
Bayern ..... Tuesday ... 15th Sept.  
Prinz Heinrich ..... Tuesday ... 13th Oct.  
Prussia ..... Tuesday ... 10th Nov.

ON TUESDAY, the 2nd day of July, 1896, at 9 A.M., the Company's Steamship "PREUSSEN," Captain ..... with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at HAMBURG and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 18th July. Cargo and 8 parcels will be received on board until 5 P.M. on Monday the 20th July, and parcels will be received at the Agency's Office until Noon on Monday, the 20th July. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed 7 lbs. 14 oz. cubic measurement.

This Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lices can be washed on board.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 23rd June, 1896. [1023]

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